

SAXON JOURNEY A BIG SUCCESS

Dr. Wells F. Andrews Covers
Sociability Run in 2 Hours
and 45 Minutes.

When 156 persons return home after a 110-mile automobile trip, and all agree that they would be ready to start again the next day on just such another excursion, it is self-evident that the venture was a success.

This was the sentiment expressed by all who took part in the Record Auto Company's Saxon owners' sociability run to Rock Point, Md., and return, last Sunday. Naturally, for the time being, those who failed to be numbered among the prize winners felt a little disappointment, but they realized that there were but a certain number of prizes and that all could not be winners. They did the next best thing—congratulated the fortunate contestants.

Weather could not have been better suited for an automobile trip, and with the exception of about five miles of road, it was as good as could be found anywhere in or about Washington. This change in road conditions was enough to add variety to the trip and give all an opportunity to test their skill as drivers. The time, two hours and forty-three minutes which had been named as the secret running time for the distance was fast enough to make all who took part keep moving but always within the speed laws.

Start of Run.
The first Saxon was sent away a few minutes before 9 o'clock, and at one-minute intervals the remaining eighteen contesting cars were started on their way. The entire party was preceded by a pilot car which strewed paper at every turn to mark the road.

At Rock Point the cars were checked on their arrival and parked in front of the hotel. After all had reported, and the occupants given an opportunity to remove a few of the travel stains dinner was announced.

Dinner over, those who wished went fishing or boating on the Potomac River, but the majority preferred to remain about the wide veranda of the hotel, there to await the announcement of the winners.

At 12:30 o'clock, Harry Ward, who acted as judge, after announcing what the time of the contest was, introduced M. A. Baylis, manager of the Record Auto Company, who in turn introduced Albert S. Gately and asked him to make the awards. Mr. Gately called upon Dr. Wells F. Andrews to step forward and receive the silver loving cup which was the first prize.

Berry Is Second.
Dr. Andrews had covered the distance in two hours and forty-two minutes. G. D. Mitchell was awarded a set of seat covers as second prize, while J. H. Hoge received a drink of Wolf Brand Head being the third man to come nearest the set time.

George A. Berry was only a few seconds behind Mr. Hoge and he was given a set of Express Spark Plugs, the fourth prize. W. F. Hale, president of the Record Auto Company, was then called upon. He thanked all for attending and making the event the success it was.

The party reached the city about 5 o'clock. As they returned to the Record Auto Company's place, the gasoline tanks were replenished and a check kept of the amount. For the Saxon four-cylinder round trip on the least amount of gasoline, averaging better than thirty-one miles to the gallon and to him went a Firestone tire as his reward. In the six-cylinder class, W. Ehrmantrout carried off the honors, doing better than twenty-six miles to the gallon.

All of the cars combined made an average of twenty miles to the gallon of gasoline, and from the time that they left until they checked in at the finish on the return trip, there was not the slightest trouble of any kind. Not only were the entire party guests at dinner of the Record Auto Company, but the gasoline put in their cars upon the return of the party was also donated by this firm.

Below is a list of the gasoline consumption of the various contestants:

Mr. Dietrich, 43.4 gallons; J. E. Hawley, 45.4 gallons; M. Andrews, 41.4 gallons; Mr. Thompson, 71.4 gallons; Mr. Lehman, 5 gallons; Mr. Hoge, 71.3 gallons; J. Durand, 71.3 gallons; R. Woodward, 31.2 gallons; W. Wynkoop, 31.2 gallons; W. Wilburn, 31.2 gallons; L. Hawley, 51.4 gallons; W. Ehrmantrout, 43.4 gallons; J. Heyman, 6 gallons; Mr. Hartig, 51.2 gallons; Mr. G. Berry, 41.2 gallons; Mr. Mitchell, 51.4 gallons; Mr. Lederick, 51.4 gallons.

**MACAULEY WILL HEAD
PACKARD COMPANY**

Henry B. Joy, Now President, Will
Become Chairman of
Board.

Alvan Macauley has been virtually president of the Packard Motor Car Company for the past two years, and the rebuilding of the Packard organization is his hand.

Henry B. Joy, the present president of the company, has been working to broaden and strengthen the Packard organization to meet the conditions of its enlarged business. These conditions require the help of the top, and the title of president of the company will be conferred upon Mr. Macauley in the near future, at the request of Mr. Joy and with the approval of the directors, as a well-merited recognition of Mr. Macauley's talent and ability.

Mr. Joy will continue to be actively identified with the affairs of the Packard company in the capacity of chairman of the board. This change in titles of the officials of the Packard Motor Car Company is not in effect, in any degree a change in conditions which have been in effect for much more than a year.

QUALITY TIRES.

Marathon Production Insures Best Results.

"Marathon tires are a quality tire," declared Page, manager of Jones-Kearner Rubber Tire Company, local distributors, last week, "and no matter from what angle you may consider them, they are absolutely the best tire on the market."

"The one big thing at the Marathon factory is to put quality and brains into the tire, so that it will outlast and outlive every other product," he continued, "and that this is done can best be known by interviewing any Marathon tire user. Ask any owner driving over durable Marathon tires, and he will praise them. Marathon cord tires have proven themselves correct in every principle, and are covered with a 5,000-gallon guarantee."

"Marathon tires have long been recognized as the super-quality tire, made by the man who knows, not for the amateur. They are for the man who is a veteran at the wheel, and realizes the importance of the best in tires, and at the same time recognizes the difference between buying many cheap tires, or one good one."

SAXON SOCIABILITY RUN



FARGO CO. ADDS TO PENSION PLAN

Express Firm Reorganizes
Benefit System, Giving Men
Many New Advantages.

Announcement is made by Wells Fargo & Co. Express to its employees of a new benefit and pension plan, which ranks with the best pension plans. The new system went into effect on June 1. The company has been retiring its older men on pensions for more than a quarter of a century—for the past twelve or fourteen years its pension board has been a distinct feature of its general organization. But the new plan, as its name indicates, contemplates much more than pension relief. One of its most salient features is a disability clause, which applies to any established worker in the company's ranks who may be stricken by illness or by accident.

To make this clause clearly understood, it is only necessary to read the program of the new pension system. It specifically states that any Wells Fargo salaried employee, who has been six months or more in the service, when incapacitated for work by accident or sickness, while not on duty, may be allowed pay for the period of the enforced absence, in accordance with a very generous table of time allowances.

Continue Pay After Death.
Another feature of the new pension plan is the one which provides for the continuance of a man's salary to his beneficiaries for a season after his death. The new plan recognizes, of course, all the sturdy principles to which Wells Fargo has long been committed. In fact, its careful perusal will show that many of the provisions of the old have been amplified. To make a single instance, the minimum pension allowance for superannuated employees is now fixed at \$30 a month. Under the old plan there was no minimum allowance.

Because of the traditions of the early days of the company, the pension plan came into existence a number of years ago. At first this plan was most informal. In the years when the general headquarters of the company were situated at San Francisco the men who had been identified with it in the days of the pony-rider, the clipper-ship and the six-horse coach were coming into the evenings of their lives—lives spent in the faithful and loyal service of Wells Fargo. It was the privilege of the express company at that time to single out these men and to reimburse them each month until the day of their deaths. From such an informal beginning the pension plan gradually grew more systematic until, fourteen years ago, a formal plan was adopted and since then has been administered by a regularly appointed pension board.

This board continues, with only slight changes, under the new plan. It consists of Vice Presidents Andrew Christeson, of San Francisco, and E. A. Stedman, of Chicago, the operating heads of Wells Fargo, Vice President and Comptroller W. W. Newell, of Chicago, and General Superintendents H. B. Calkins, of Chicago, and Grover B. Simpson, of St. Louis. These men will administer the details of the new plan through its general office at Chicago. They are all veteran expressmen, capable of understanding all the problems of the men with whom they are co-operating.

OVERHAUL AUTOMOBILE BEFORE SUMMER GRIND

A thorough overhauling of the car now before the long summer grind sets in is one form of motor insurance that every owner can afford to take out.

At the summer months approach, the motorist who is running his car for the second season may discover that a rigid inspection at this time of the year will stand between long repair bills and perhaps costly accidents. Overhauling does not mean a superficial inspection of the chassis and body and the tightening of a few noticeably loose nuts. It includes a thorough and systematic job of putting the vehicle in the best possible condition.

It is a good plan to begin the overhauling with the motor and take in the details of the car at a time. If nothing else is done the grease and grime from the motor, particularly where carbon deposits occur, should be swabbed out with a kerosene-soaked cloth.

The man who takes care of his own car can readily remove the lower part of the crank case, or oil reservoir, and clean this thoroughly. It is good practice to throw out all the black and used oil and fill the reservoir with new lubricant. At the time the lower part of the crank case is removed, the bearings of the connecting rods on the crankshaft can be easily inspected.

Three Chinese girls who recently arrived at Vancouver, are the first women stowaways to land in Canada.

Two top pictures show the cars ready to start from in front of the Record Auto Co. for Rock Point, Md. In the lower picture the crowd has just heard the names of the prize winners.

OIL PLANTS INCREASE OUTPUT OF GASOLINE

Many Burton Stills Added to Chain.
Production Now Exceeds
Consumption.

Greatly increased production of crude oil and the installation of a large number of Burton stills for the production of gasoline in many of the biggest refineries of the country have brought the supply of this indispensable motor fuel to such a state as to exceed the present demand. As a result, lower prices are certain to come within a short time, and the bugbear of high gasoline is to be laid low.

Through the extension of the Burton process alone the country will be supplied with an additional 300,000,000 gallons of gasoline before the end of the summer, while the extension of the Rittman and other "cracking" processes is expected to produce an additional 500,000,000 gallons, which, added to the normal annual production, should furnish a total of at least 2,500,000,000 gallons, an increase of 25 per cent over the production of 1915.

The number of Burton stills in use in the largest refineries is estimated at 400, of which the Standard Oil plant at Bayway contains 150, the Neodesha (Kans.) plant of the Standard Oil, 60; the Solar Refining Company, 40; the Standard Oil companies of Ohio and Indiana, 40 each; the Tidewater Oil Company, 40. Other companies have installed apparatus for the MacAfee cracking process, while twelve companies have taken licenses to use the Rittman process.

Causes of Fan Breakage.
A cause of fan breakage that is rather common is the running of the fan when considerably out of balance, which results in setting up stresses that the sheet metal often will not withstand. If a fan does not turn true it should be made to do so by bending back into position the blade that has been bent or bringing the circumferential wire or band into shape if it has been distorted.

Fifty-seven ocean "deeps" of more than 15,000 feet, based on 500 soundings, are now known—thirty-two in the Pacific, eighteen in the Atlantic, five in the Indian ocean. The fatal area covered by these deeps altogether is only about 7 per cent of the ocean floor.

IT is a physical impossibility to make two hills without a hollow, but a Saxon will make a hundred hills without ever making a "holler."

Car miles and gasoline are relevant terms—one measures distance traveled and the other power to cover it.

The most important question is not how much GASOLINE COSTS per GALLON, but PER RUNNING MILE.

People are buying Saxon Cars today on their PERFORMANCE in the hands of OWNERS and not on "pussy-footed" claims and freak demonstrations.

All the new Saxons you see on the street have been sold on the performance of the car in the hands of the user—not by one penny's discount—not by trading in an old car for twice what it is worth—not by buying it on the installment plan or long-term notes.

Twenty-eight satisfied Saxon owners participated in the sociability run to Rock Point, Maryland, and return on June 4 without ONE MINUTE'S MECHANICAL or TIRE TROUBLE.

The entire distance covering one hundred and ten miles with an average running time of twenty miles an hour, the general average of gasoline consumption was twenty miles to the gallon—five of the contestants averaging twenty-five miles to the gallon, and the winner of the first prize with six occupants in the car, made TWENTY-SIX and TWENTY-TWO ONE-HUNDREDS miles to the gallon of gasoline.

The Saxon Car is made by the oldest automobile specialist manufacturers in the United States, and are world-renowned for the best that America can provide.

Investigate the merits of the Saxon Car from your neighbor who owns one.

Investigate the service we are rendering to Saxon owners.

Investigate our reputation for living up to our obligations.

Buy a Saxon Car, not only for its pleasing lines, not because we claim it to be the greatest value in the automobile world today selling for less than \$1,200—not because some owner says it is the most economical six-cylinder car made—not because it is acknowledged to have the best service station in Washington—but because all Saxon owners without exception agree on these facts.

RECORD AUTO CO.,
"A Name With a Meaning."

Saxon Six, \$830
Saxon Four, \$415
F. O. B. Washington.

631 Mass. Ave. Phone M. 23.

ARE YOU PREPARED

for your summer
motoring trips?
Are the tires and
tubes on your car
in good shape?

Many a motoring trip has been
spoiled by lack of preparedness
in this respect.

Go over your car today, and
if you are not prepared join our
ranks.

USE AMERICAN TIRES AND TUBES installed with KOR-KER

The greatest known combination
against punctures,
stone bruises and blow-outs

If your tires and tubes are in
good shape, join our army of satisfied
Kor-Ker users. They motor
about regardless of street conditions,
secure in the idea that they
are prepared for the road—not at
the expenditure of large sums of
money, but rather at a cost of a
few cents.

Let us explain our Preparedness
propaganda to you—5,000 miles
of service at a 3,500-mile price.

We can save you money.

American Tire Sales Co.

Factory Distributors

1623 Fourteenth Street N.W.

Phone N. 3032

Where American Tires and Kor-Ker Puncture
Cure Can Be Purchased

American Tire Sales Co. . . . 1623 14th St. N. W.
Potomac Garage 3287 M St. N. W.
Federal Auto Supply Co. . . . 476 Penna. Ave.
W. H. Gary & Co. 3111 14th St. N. W.
Gardiner's Garage 312 14th St. N. W.
H. W. Higham, Jr. 105 B St. S. E.